

**EUCLID AVENUE**

Upland

San Bernardino County

California

HAER No. CA-188

HAER  
CAL  
36-UPLD,  
1-

BLACK AND WHITE PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD

National Park Service

Department of the Interior

San Francisco, California

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Location: Euclid Avenue  
Cities of Upland and Ontario  
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Significance: Euclid Avenue is significant in three areas: community planning, landscape architecture, and transportation. Each reflect the vision of George and William Chaffey, who designed the avenue and oversaw its construction—a vision continued by citizens of the communities of Upland and Ontario for the last 100 years. Euclid Avenue is the core entity from which these two distinct communities emerged, and it remains the primary link between them. It is the oldest landmark in Ontario and Upland. The street was found eligible for the National Register of Historic Places in 1979.

Construction of Euclid Avenue fulfilled a primary design goal of the Chaffeys for the Ontario Colony by providing a main thoroughfare from one end of the settlement to the other. Their intent was to lay out and landscape the boulevard in such a way that it would remain a beautiful enhancement to the community. The boulevard was thus a basic element in the original community plan. The associated trolley line served as a public transportation system for both communities. Its rows of trees, a basic element of the street as designed by George Chaffey, have brought both communities national recognition. For years the boulevard was regarded as one of the most remarkable landscape architectural achievements of its era.

The society that existed in the inland citrus belt of San Bernardino, Los Angeles, and Riverside counties has largely been engulfed by urban growth and the large groves have been replaced by residential development. Euclid Avenue remains a testimony to the unique type of community that evolved with the citrus industry of San Bernardino County during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Description: General Character

Euclid Avenue retains its original pastoral charm. Older homes and mature landscape plantings along the avenue add to the feeling. Now paved with asphalt, the avenue has original cobblestone-lined gutters and access bridges. The avenue is arranged as four lanes running

north-south, with two lanes in each direction, separated by a median strip planted with two rows of Pepper trees. The east and west parkways are planted with rows of *grevillea robusta* (silk oak).

#### Dimensions

Euclid Avenue is described in historic accounts of the original 1882-83 construction as a tree-lined thoroughfare 200' wide and seven miles long. The 1918 paving plan, no. 66, shows the avenue as consisting of a 65.8' center median flanked by 30' roadbeds on each side. The roadbeds are in turn flanked by seven-foot wide cobblestone gutters. The east roadbed has one stone gutter running the length of the east side of the roadbed. The west roadbed has two 7' gutters one flanking each side of the roadbed. The east gutter of the west roadbed is no longer extant and has been incorporated into the paved area of the roadbed. The existing gutters range from 2' to 3' deep. The gutters roll away gradually from the roadbed, forming a quarter ellipse in section. The partial elliptical shape dies into a battered gravity retaining wall constructed from cobblestones set in concrete in a random rubble pattern. There are additional 26.5' wide tree-lined parkways flanking the east and west sides of the right-of-way. This section of roadway starts roughly at an elevation of 497.5' at the south end and rises gradually to the north to an elevation of 502'.

Figures A-1 through A-9, on pages 28 through 36 of this report, depict the plan and details of Euclid Avenue. Figure A-1 is a scaled plan view of the portion of the avenue to be impacted by the construction of State Route 30. Figure A-2 is a scaled plan view of a driveway bridge on the east side of Euclid Avenue, between 19<sup>th</sup> and 20<sup>th</sup> Streets. Figure A-3 provides simplified elevations of the east side driveway bridge from the north and south. Figures A-4 and A-5 provide detailed elevations with measurements provided for overall height in the upper drawings and wall height only in the lower drawings.

Figure A-6 is a scaled plan view of a driveway bridge on the west side of Euclid Avenue, between 19<sup>th</sup> and 20<sup>th</sup> Streets. Figure A-7 provides simplified north and south elevations of the bridge. Figures A-8 and A-9 provide detailed elevations with measurements for overall height on the upper drawings and wall height only in the lower drawings.

#### Materials

The roadbed is constructed with a 5" concrete base and a 2" wear layer (asphalt paving). The median is composed of compacted decomposed granite. A 6" stone set-in-concrete curb edges the median. Some portions of the curb have been altered and there are two 20' sections of concrete cast in place curbs that have replaced the original curbing

material. The gutters flanking the roadbed are constructed from granite rocks set in concrete. The rocks are set in a random rubble pattern. The driveway bridges are cast-in-place concrete. The driveway bridge on the east side of the street has additional architectural detailing of cobblestone side barriers. The side barriers are arranged as a series of stones set on end with a specific key shaped stone placed in the keystone position.

Historical Context:

Introduction

Euclid Avenue is an original core entity in the communities of Ontario and Upland, and it remains the link between them. It is the oldest landmark in both Ontario and Upland. From the 1880s through the late 1970s, Upland and Ontario were part of an "Orange Empire" that extended from Pasadena to San Bernardino through a series of smaller communities. Many of the towns, including Ontario and Upland, were located in the heart of citrus groves. The settlements had their origins in agricultural colonies founded in the 1870s and 1880s. These settlements evolved a unique culture that was neither urban nor completely rural. While they lacked the congestion of cities and were set amongst the unending uniform rows of citrus orchards, they did not have the isolation of more traditional farming settlements and frequently possessed many of the institutions of small cities such as a college or university, art gallery, museum, and luxury hotel. The handsome homes amongst the groves were not vernacular farmhouses but suburban Italianate, Queen Ann or Craftsman style residences. These were among the first communities in the West to adopt urban planning ordinances and modern infrastructure such as electric lights.<sup>1</sup>

Founded by two Canadian brothers, George and William Chaffey, in the early 1880s, Ontario became a model for other agricultural colonies. In particular the irrigation system, electrical power system, and certain aspects of community planning were innovations for that time. One of the major features in the colony's design was Euclid Avenue. This 200' wide corridor runs the seven mile length of the development and provides a major boulevard, public transportation corridor, and urban park that became focal points for the city of Ontario that developed on the southern edge of the colony and the city of Upland that evolved later on the colony's northern portion.

Development of Ontario

The communities of Ontario and Upland originated, in large part, with the vision of two brothers, George and William Chaffey.<sup>2</sup> In 1878, their father, George Chaffey, Sr. retired from his Canadian shipbuilding business and moved to Riverside, California with his wife Annie and

two sons, William and Charles. There, the Chaffey family planted citrus orchards.<sup>3</sup> In 1880, the third son, George Jr., joined the family in Riverside. George had been educated as an engineer and his brother William had a background in agriculture. They formed a partnership for the purpose of developing an irrigated agricultural colony. On Thanksgiving Day 1881 the brothers purchased 1,000 acres with existing water rights to four nearby mountain streams in Day, Middle, East and Young Canyons from Captain J. S. Garcia, a retired Portuguese seaman who had established a sheep ranch in the area. In 1870 Garcia had planted the first orange trees in the region.<sup>4</sup> By January 1882 the brothers had expanded their holdings to 7,600 acres and by May had organized the Etiwanda Water Company.<sup>5</sup>

The Chaffeys divided their holdings into ten-acre lots and named the new colony Etiwanda after a Lake Michigan Indian chief. Sales began in the spring of 1882 and a preliminary subdivision map was filed on December 22, 1883.<sup>6</sup> The brothers promoted their project in Canada and soon a community of Canadian farmers formed at Etiwanda.<sup>7</sup> By March of 1883, 46 individuals had purchased a total of 1,024 acres. Crops included oranges, apricots, Muscat grapes, and lemons.<sup>8</sup> By the end of 1885 around 1,100 acres had been sold and 20 families resided in the settlement, which included a schoolhouse and a hotel.<sup>9</sup> Raisins were the dominant crop and three train carloads had been packed. A report for 1890 stated that Etiwanda farmers cultivated 1,500 acres. Seventy-five carloads of raisins had been shipped in 1889.<sup>10</sup> Two years later in 1891, 75,000 boxes of raisins were packed at Etiwanda.<sup>11</sup> By 1904 Etiwanda had grown steadily and had a population of about 1,000. Local historian L. A. Ingersoll noted:

About 3,000 acres in the district are now in vineyard and a winery in operation. A good many lemon orchards have been planted and Etiwanda has a citrus association and a packing house, and a number of business establishments.<sup>12</sup>

The Colony was the location of many firsts in Southern California history including: the first development of hydro-electric current, the first house and community to be lighted with electricity, the first successful mutual water company, the first irrigation project to use underground concrete pipe, and the first long distance telephone. All resulted from the efforts of George Chaffey.<sup>13</sup>

While still working to establish Etiwanda, the Chaffey brothers embarked on a much more ambitious project based on similar ideas of water distribution, irrigation, and electrical production. They named their second colony Ontario after their home province in Canada. In

April 1882 the brothers purchased 6,216 acres on the western edge of Rancho Cucamonga. The rancho had been granted in 1839 to Don Tiburcio Tapia, a wealthy Mexican citizen and former *alcalde* (mayor) of Los Angeles. The property went through a succession of owners until Captain Garcia, who transferred his interests to the Chaffey family on September 18, 1882, purchased a part of it from the Cucamonga Land Company.<sup>14</sup>

The brothers' portion of the Cucamonga Rancho constituted 6,260 acres lying between San Antonio Canyon on the west and the centerline of Cucamonga Canyon on the east. The Canadian entrepreneurs augmented the tract by purchasing land from the U.S. Government, private citizens, the Southern Pacific Railroad, and the Kincaid Ranch at the mouth of San Antonio Canyon. The latter purchase was invaluable because it carried the water rights to San Antonio Creek. In total the Chaffey family amassed approximately 10,000 acres and formed the Ontario Land Company in 1883 to develop and sell Ontario Colony lands.<sup>15</sup>

The subdivision set a new standard for rural communities. Its most striking feature was that every ten-acre lot had a street or avenue frontage. From the mesa George Chaffey laid out Euclid Avenue as the main boulevard 200' wide and stretching for seven miles to the Southern Pacific Railway crossing. Parallel avenues 66' wide were laid out at half-mile intervals. These were intersected by numbered cross streets running east and west every quarter mile. The town site of Ontario at the southern end of the tract included 640 acres. Town lots lying on each side of the main avenue measured 33 by 150 feet. Between these and the ten-acre fruit farms was a belt of villa sites of two and a half acres each. Town lots originally sold for \$125, villa lots brought \$250 an acre, and the horticultural lots were priced at \$200 an acre.<sup>16</sup>

As at Etiwanda, the gentle, continuous slope along the whole length of the tract made possible gravity irrigation at a minimum cost. Four basic principles guided the Chaffey family's plans for development of the Ontario Colony: (1) distribute the water over the whole tract to each farm lot with cement pipes, each holder to share the water proportionately to his holdings irrespective of distance from the source; (2) construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it would be a thing of beauty forever; (3) provide a college for the agricultural education of the people of the colony and for the general education of their children; and (4) secure the best possible class of settlers by forbidding absolutely the sale of intoxicating liquor.<sup>17</sup>

To achieve the first goal the Chaffey family established the San Antonio Water

Company in late 1882 and developed a very comprehensive water system. Based on principles of the mutual water company at Etiwanda, land and one share of San Antonio water stock were sold together for \$150 to \$250 per acre. The project was unique because the water was not only used to irrigate the land but also for generating electricity to operate power pumps and for lighting and other power needs throughout the Colony.<sup>18</sup>

The construction of Euclid Avenue as the main thoroughfare achieved the brothers' second goal. Laid out to run from one end of the settlement to the other, this 200' wide, seven mile long boulevard consisted of two lanes separated by a spacious parkway median landscaped with grevillea and pepper trees. It became known as one of the most beautiful streets in the world.<sup>19</sup>

The third principle resulted in establishment of Chaffey Agricultural College on a 20-acre campus donated by the brothers at the corner of Euclid Avenue and 5<sup>th</sup> Street. In addition to the campus, the Chaffey's established an endowment for the college by deeding it half of the town site lots consisting of 320 acres. The fourth principle was achieved by including a reversionary clause in the land deeds, which stated that if at anytime during the next 50 years the sale of intoxicating liquor occurred on the property its title could be revoked.<sup>20</sup>

The fame of the "Model Colony," as Ontario was named by a party of Australian visitors in 1885, soon spread. Settlers from Canada and different parts of the United States flocked to Ontario. The municipal value of the community in 1884 was \$93,200. In 1886 the Chaffey's sold out to the Ontario Land and Improvement Company of Pasadena and moved to Australia where they had been invited to develop irrigation colonies in dry areas of that continent. The last year of their regime, the municipal value of Ontario was \$310,000. Its phenomenal growth resulted in incorporation as a city of the sixth class in 1891.<sup>21</sup> In 1903, the U.S. government paid Ontario a supreme tribute by selecting it as the standard for American irrigation colonies. Federal engineers made a model of the entire colony for exhibition at the St. Louis Worlds Fair.<sup>22</sup>

By 1926 Ontario's population had reached 14,500. During the 1926-27 season the district exported citrus fruit valued at \$4,600,000. The same year 3,300 carloads of fresh grapes, 40,000 boxes of apples, and walnuts valued at \$250,000 were also sent from Ontario. The community supplied approximately one-fifth the milk consumed in the Los Angeles metropolitan area. In addition there were 200,000 laying hens in the Ontario district and 25,000 pounds (live weight) of rabbits were shipped weekly. The average annual output of deciduous fruits for the previous

five years had exceeded \$1,100,000.<sup>23</sup>

#### Development of Upland

The community of Upland as a separate settlement from that of Ontario traces its origin to the land boom of the late 1880s in Southern California. Development in Southern California during the last half of the 1880s permanently altered the entire region. By the middle of the decade the area had been engulfed in an unprecedented land boom.<sup>24</sup> Completion of the Santa Fe Line to Los Angeles in 1885 sparked the phenomenon.<sup>25</sup> The Santa Fe initiated a rate war with its competitor the Southern Pacific, offering to ship freight between Chicago and San Diego at 40 cents per 100 pounds, as opposed to Southern Pacific's rate of 42 cents plus litherage fees from Wilmington near Los Angeles.<sup>26</sup> The consequent rate war drove fares to an unprecedented low, bringing thousands of passengers to Southern California. The Santa Fe line ran through the Ontario Colony lands two miles north of Ontario where it built a depot. The Southern Pacific responded immediately by constructing a depot at Ontario, which they had previously refused to do. Prior to this time passengers at Ontario had to stand by the tracks and flag the oncoming train down to get aboard.<sup>27</sup>

Land speculation provided fuel for the economic boom. In actuality, the Southern California boom was a city platting craze stimulated by the railway competition.<sup>28</sup> Land investment fever had seized Southern California by the spring of 1887. Speculation ran out of control as town sites were subdivided throughout the region.<sup>29</sup> In a span of 36 miles between Los Angeles and San Bernardino, 25 town sites were platted.<sup>30</sup> Of these paper towns one contemporary observer noted:

It mattered little where the town was located. A tasteful lithographed map with a health-giving sanitarium in one corner, tourist hotel in the other, palms lining the streets, and orange trees in the distance . . . and the town was successfully founded.<sup>31</sup>

As part of the fever to plat new townsites, the Bedford brothers purchased 200 acres of Ontario Colony lands situated adjoining the Santa Fe Depot on the north and laid out the town of Magnolia. The Magnolia Villa Hotel was built and \$50,000 in lot sales was generated at the first auction in May 1887. In the same year, N. W. Stowell, owner of a tract adjacent to the depot on the south, subdivided his holdings. A general store erected on this tract housed the first post office, known as North Ontario. This soon became the name for both the Stowell and Magnolia tracts.<sup>32</sup> In 1888 the streets of North Ontario were graded and sidewalks laid. The San Antonio Power and Light Company furnished



electricity in 1892.<sup>33</sup> A description in 1890 noted:

North Ontario is a new settlement on the California Central Railway, twenty miles from San Bernardino and forty miles from Los Angeles. . . . This settlement was laid out in April, 1887, on a tract of 200 acres bordering the east side of Euclid Avenue, which was subdivided into town lots. A street railway extends hence along the famous Euclid Avenue to Ontario, two miles to the southward. North Ontario has a post office, telegraph and express offices, church, school, hotel, freight and passenger depot, lumber yard etc.<sup>34</sup>

By 1902 North Ontario's population had reached 1,000. The Upland Citrus Association was the most active packing plant in the community and many citizens felt it had been a strong factor in the settlement's rapid growth.<sup>35</sup> In order to better distinguish their community from Ontario, a petition of citizens to the County Board of Supervisors changed North Ontario's name to Upland in 1902. Although still not incorporated, according to one writer in 1904 the community had:

all the advantages of a full fledged town, having well graded oil streets and many of them with cement or gravel sidewalks. Euclid Avenue passes through the town thus giving advantages of the street railway. . . . Six packing houses handle the citrus fruits raised in the vicinities and a packing house equipment company, has lately put in a plant here and is building up a large business.<sup>36</sup>

The City of Upland incorporated in 1906, and much of the surrounding citrus groves were included within the city's boundaries. By 1910 the population had grown to 2,384.<sup>37</sup>

Upland and Ontario were part of a vast agricultural producing area in western San Bernardino County encompassed by the Ontario-Cucamonga Fruit Exchange. This umbrella organization included the following fruit producing associations as members: Lemon Growers' Association, Upland; Cucamonga Citrus Fruit Association, Cucamonga; Mountain View Orange and Lemon Association, Upland; Stewart Citrus Association, Upland; West Ontario Association, Narod; Upland Citrus Association, North Ontario; Etiwanda Citrus Association, Etiwanda; and the Citrus Fruit Association, Ontario.

These packinghouses represented about 7,000 acres of citrus fruits and vines, as well as a large cannery for fruit drying establishments and a plant for manufacturing fruit extracts. In 1903 output of the cannery and fruit extracts plant totaled 400 railroad carloads of products valued

at \$400,000. The thirteen packinghouses in the district handled 2,500 carloads of fruit.<sup>38</sup>

By 1922, San Bernardino County produced one quarter of the nation's citrus crop. The same year the largest lemon packing and curing plant in the world was erected in Upland.<sup>39</sup> By the late 1930s Upland contained 7,000 citrus acres and nine citrus packing and shipping plants. Annual shipments included approximately 4,500 carloads of citrus. Additional sources of income included four nurseries, three orchard supply companies, a meat packing plant, a tannery, a honey plant, and a sheet metal works. Upland was ranked as the second richest city per capita in San Bernardino County.<sup>40</sup>

#### Development of Euclid Avenue

Euclid Avenue was staked out and graded in 1882. Tree planting began in 1883 under the supervision of Mr. Edward J. Jaquet and took two years. A native of Switzerland, Jaquet had started working with the Chaffeys at Etiwanda.<sup>41</sup> Rows of *grevillea robusta* (silk oak), an Australian import chosen by William Chaffey for its tolerance of dry climates, were planted along the exterior west and east sides of the avenue. The east and west sides of the dividing parkway were planted with pepper trees.<sup>42</sup> By 1886, the project had been completed and the young trees were beginning to grow. Within two years they had already achieved a respectable size. By 1894 the trees had made Euclid Avenue a landmark of western San Bernardino County.<sup>43</sup>

In addition to its remarkable landscaping, Euclid Avenue became known for its unique trolley car. The Chaffeys' original plan had envisioned a cable car running down the center of the parkway operated by waterpower.

Preoccupation with other aspects of colony development delayed the project until after the Chaffeys sold their Ontario holdings to move to Australia in 1886. It was taken up by resident manager of the Ontario Land and Improvement Company, Charles Frankish. He threatened to lay the tracks up San Antonio Avenue unless landowners along Euclid subscribed \$15,000 to help finance the railway. In 1887 Euclid Avenue property owners raised \$12,000, which Frankish accepted.

In March stockholders of the Ontario Land and Improvement Company filed articles of incorporation for the Ontario and San Antonio Heights Railroad Company. In June the railroad received a franchise from San Bernardino County requiring that the project be completed in a year, that there be no less than four round trips daily, and that electricity or a power source other than steam be used.

Work began on a standard-gauge railroad track down the center of the Euclid Avenue parkway. By June of the following year the tracks had not been completed and the county extended the deadline to December 1, 1888. The railroad company ordered two horse cars that could be converted to electricity; however, they had not arrived by the end of November.

Frankish borrowed a Pomona Heights trolley car and the inaugural run was made on November 30, 1888.<sup>44</sup> Two mules pulled the cars from the Southern Pacific train tracks in Ontario to the end of the line at 24<sup>th</sup> Street where San Antonio Heights began. On the return trip the trolley coasted down the slope to Ontario under "gravity" power. In March 1889 J. B. Tays who lived at the head of Euclid Avenue in San Antonio Heights, along with James Birch, designed and constructed a two-wheeled platform that could be pulled behind the car on the downhill run for the mules to ride on. Tays, a mining engineer, had experience working with mule powered vehicles in Mexico. When not in use the platform could be slid under the trolley car.<sup>45</sup> On the uphill run the mules pulled the car over six miles up a continuous grade that started at an elevation of 980' above sea level at Ontario to over 1,000' at the northern end. A northbound (uphill) trip took approximately an hour and a half to complete. The southbound run, complete with the mules riding on the platform in the rear, took only twenty minutes.<sup>46</sup>

In 1897 the trolley line was electrified and extended through San Antonio Heights to a waiting station on Mountain Avenue between 24<sup>th</sup> and 25<sup>th</sup> Streets.<sup>47</sup> The mules were sold to a local farmer who complained that they were fine on uphill grades but refused to pull a plow on a downhill slope.<sup>48</sup> Conductors on the railway also served as delivery boys, purchasing requested items in Ontario for residents along the line and leaving them with the buyer on the return trip.<sup>49</sup>

The tree-lined double boulevard became the pride of the community. In 1888, the *Ontario Observer* reported:

Euclid Avenue never looked more beautiful than now. The eucalyptus and pepper trees are bending under a load of luxuriant foliage and the palms are fast spreading their great serrated leaves to the tropical sunshine. The driving is excellent.<sup>50</sup>

A few years later, however, the same newspaper lamented the unmaintained condition of the street in an editorial that stated:

Euclid Avenue will now remain as it has for years, a cow and burro pasture, while its trees grow beyond the control of the pruning knife and its roadways become a menace to life and as deterioration marks this once beautiful double boulevard with ugly scars.<sup>51</sup>

By 1908 conditions had improved when an enthusiastic reporter wrote that Euclid Avenue had:

four rows of evergreen shade trees, an electric railway and bicycle path in the center, and a 60-foot driveway on either side and 20 feet of parkway between the roads and the private frontage, and the whole lighted with electricity from end to end, from city to mountain.<sup>52</sup>

Introduction of the automobile to American society eventually brought a need for additional regulations. In December 1906 citizens of Ontario complained of autos and motorcycles using the avenue as a racetrack. However, attempts failed to pass speed limits of 10 miles an hour in the business district and 25 miles an hour in residential sections.<sup>53</sup>

Automobile traffic also brought a need for modern surfacing. In December 1919 the Upland City Council adopted a paving plan for the boulevard. Each lane would have a 5"-thick concrete roadway 30' in width covered with a 2" asphalt "wearing surface." Between 19<sup>th</sup> and 23<sup>rd</sup> Streets cobblestone gutters 7' wide and 2' deep lined the exterior edges of the east and west roadways. Along the interior median the east roadway was edged with a poured concrete curb approximately 4" high.

The median side of the west roadway was lined with a shallow cobblestone gutter 7' wide and approximately 1' in depth with a poured concrete curb along the eastern edge. The gutters ran into a large culvert that continued easterly down 19<sup>th</sup> Street to Cucamonga Creek.<sup>54</sup>

Until 1928 both boulevards were used for two-way driving. That year the trolley line ceased to run. The tracks were removed and buses provided public transportation along the avenue. The east lane became a one way street for northbound traffic and the west lane for southbound.<sup>55</sup> Following removal of the tracks Ontario and Upland developed the center median into a park. The two miles in Ontario were planted in grass. Upland cultivated a mile of grass south of Foothill Boulevard and developed a bridle path along the old railroad bed between the pepper trees north of Foothill.<sup>56</sup>

During the 1920s Euclid Avenue began to gain regional and national

recognition for its beauty. In 1926 the *Los Angeles Times* acknowledged the street as an outstanding example of landscape architecture stating "It is a boulevard of national and even world renown and is unmatched for its beauty. . . . It is raved over by every visitor to Southern California."<sup>57</sup>

In 1928 Charles Gibbs Adams, described as the "foremost landscape architect of the Pacific Coast," stated "The three most beautiful avenues of Southern California are Magnolia Avenue, Riverside; Orange Avenue, Pasadena; and Euclid Avenue, Ontario." Adams went on to say that aged or diseased trees on the parkway should immediately be replaced with another of its own type, and that in spite of recent agitation for their removal, trees should remain in the business district.<sup>58</sup> An article in 1929 noted:

It is possible for a motorist to drive for seven miles on one side of the boulevard and return on the other side and on this trip see the heavy - laden orange and lemon trees, palatial dwellings and artistic landscape in Upland. The parkway on the northern end of the avenue ends in a bridle path and frequently horseman can be seen riding along the green-lined path<sup>59</sup>

Recognition of the unique landscaping of the boulevard continued. In 1941 an international committee of landscape architects selected Euclid Avenue one of the world's most beautiful boulevards, along with the Champs Elysses in Paris, Ringstrasse in Vienna, Unter Den Linden in Berlin, Paseo de Garcia in Barcelona, and Paseo de La Reforma in Mexico City.<sup>60</sup> A reporter that year noted:

Euclid Avenue boasts four miles of grassed parkways between Desau and Sixth streets. Along this grassed parkway, which contains more than 1,000,000 square feet of grass under sprinklers, and the rest of the Avenue are 2,000 pepper trees intermingled with palms, and countless flowers and shrubs which border each side of the street. Beginning at the Santa Fe Railroad in Upland, another mile of grassed parkway stretches to Foothill Boulevard above which shaded by beautiful pepper trees is one of the worlds most beautiful bridle paths.<sup>61</sup>

Fully aware of the asset they possessed in Euclid Avenue, citizens of Upland and Ontario began to fight for its preservation. On several occasions suggestions to remove the trees to allow more vehicle parking in the business districts resulted in "such heated storms of protest" that the plans were abandoned.<sup>62</sup> Shortly before his death in 1940 E. J.

Jaquet, who had planted the trees almost 60 years before, addressed a plea to the Ontario Chamber of Commerce to install a program that would preserve the boulevard's beauty by inter-planting new trees where older ones began to show signs of rot and decay. He also claimed the trees suffered from "the work of inexperienced pruners armed with sharp axes, which have resulted in the rotting away of the interior of many of their trunks."<sup>63</sup>

Significant development alongside Euclid Avenue in Upland did not occur until several decades after World War II. In the late 1930s both sides of the street consisted of citrus groves with only one or two dwellings per block nestled among the trees and connected to the avenue by lengthy driveways.<sup>64</sup> Between 19<sup>th</sup> and 20<sup>th</sup> Streets a house and associated barns at 1933 Euclid Avenue was located along the east side of the boulevard. This pattern continued virtually unchanged for the next several decades. By 1959 a small house and garage that had been constructed just to the north of the buildings at 1933 Euclid was the only major development that had occurred on the block since 1938.<sup>65</sup>

With continued development in Southern California and the decline of the citrus industry during the 1960s, conditions changed. By 1965 major residential subdivisions had replaced citrus groves along both sides of Euclid south of 19<sup>th</sup> Street and a small housing tract occupied the south half of the block between 19<sup>th</sup> and 20<sup>th</sup> streets along the west side of the avenue.<sup>66</sup> Development brought increased traffic congestion and in 1973 a signal light was installed at the intersection of 19<sup>th</sup> and Euclid.<sup>67</sup> In 1977, a service road was constructed to provide access to residential development along the east roadway north of 19<sup>th</sup> Street.<sup>68</sup>

Deterioration of the trees continued to be a problem. By the mid-1960s over-watering in the grassy areas began rotting the pepper trees. Upland replaced the peppers south of Foothill with two rows of camphor trees. In 1964 residents voted overwhelmingly to allow the species change but keep the traditional two rows of trees.<sup>69</sup> In 1970 Ontario adopted a plan that would remove unhealthy trees and interplant new ones in an informal pattern of groups or clusters of trees.<sup>70</sup> Problems continued, however, and in 1976 a 27-year-old woman was awarded \$1.1 million after being paralyzed from the waist down when a pepper tree fell on her car.<sup>71</sup>

In spite of these problems, residents of Upland and Ontario continued to take pride in Euclid Avenue and the historic role it had played in development of both communities. In 1979 the Ontario Historical Landmarks Society succeeded in listing the boulevard on the National Register of Historic Places.<sup>72</sup> The same year the Upland City Council

adopted a scenic corridor overlay zone for the length of Euclid Avenue within the city limits. The plan consisted of a "variety of land-use standards aimed at preserving Euclid Avenue as a scenic route and limiting conversion of homes to commercial use." In addition, certain uses such as adult-only businesses, auto repair shops and convalescent homes with more than five patients were prohibited on the avenue. The council expressed the view that Euclid Avenue had a special character that should be preserved and enhanced.<sup>73</sup>

In 1995 when a program began to replace pepper trees along the Euclid Avenue parkway in Upland, an article in the local newspaper reflected on the importance of the street to the community:

Euclid Avenue serves as a gateway to Upland. It is featured in the city logo and is a source of pride. Treasured is the tree lined section starting at Foothill Boulevard and continuing into the foothills. The pepper trees are a familiar sight. But the elements have caused many of the trees to decay and die, particularly along the path between 21<sup>st</sup> and 22<sup>nd</sup> streets. The Euclid Avenue reforestation project - a partnership of the Upland Rotary Club, Hillside High School and the city - plans to help. At first, the goal was to plant pepper trees along the bare position of Euclid Avenue. That has blossomed into a promise to continue planting trees as needed. . . . Thirty students in Gary Cisco's Wednesday field science class spent the morning planting 29 pepper trees between 21<sup>st</sup> and 22<sup>nd</sup> streets. . . . The once mighty citrus industry and the pepper tree-lined Euclid Avenue are synonymous with Upland, he said. "It's great to see the pepper tree tradition continue."<sup>74</sup>

In conclusion, Euclid Avenue represents aspects of community planning design developed by the Chaffey brothers for the Ontario Colony in the early 1880s. The society that existed in the inland citrus belt has largely been engulfed by urban growth and the large groves have been replaced by residential development. Euclid Avenue remains as testimony to the unique type of community that evolved with the citrus industry in San Bernardino County during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Notes

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- <sup>1</sup> Carey McWilliams, *Southern California Country: An Island on the Land*, (New York, Dell Sloan and Pearce, 1946).
  - <sup>2</sup> Betty Richards, "The Chaffey: Saga of a Southern California Family." *Pomona Valley Historian*, 7 (January 1971):13-25.
  - <sup>3</sup> Richards, "The Chaffey," 13-25.
  - <sup>4</sup> *Ibid*: 34.
  - <sup>5</sup> L. A. Ingersoll, *Ingersoll's Century Annals of San Bernardino County 1769 to 1904*, (Los Angeles, L. A. Ingersoll, 1904). Articles of Incorporation No. 351 (1882), Etiwanda Water Company, on file San Bernardino County Archives.
  - <sup>6</sup> *Ontario Fruit Grower*, 18 December 1882. Preliminary Map of the Etiwanda Colony Lands filed December 22, 1883, on file San Bernardino County Archives.
  - <sup>7</sup> The Chaffey Letter Press Books at the Model Colony Room of the Ontario City Library contain numerous correspondence from the Chaffey brothers and their agents to Canadians. Chaffey Letters, Books I and II (1882-1883), Model Colony Room, Ontario City Library.
  - <sup>8</sup> *Ontario Fruit Grower*, 13 March 1883.
  - <sup>9</sup> *Ontario Record*, 16 December, 1885.
  - <sup>10</sup> Lewis Publishing Company, *An Illustrated History of Southern California*, (Chicago, Lewis Publishing Company, 1890): 471-72.
  - <sup>11</sup> Ingersoll, *Annals of San Bernardino County*, 617.
  - <sup>12</sup> *Ibid*.
  - <sup>13</sup> Clippings from the *Daily Report*, 7 October 1979, in the Etiwanda Vertical File, Model Colony Room, Ontario City Library.
  - <sup>14</sup> Pomona First Federal Savings and Loan Association, *Upland Yesterday*, (Pamona, Pamona First Federal Savings and Loan Association, 1975): 5.
  - <sup>15</sup> *Ibid.*, 8
  - <sup>16</sup> J. A. Alexander, *The Life of George Chaffey* (New York, MacMillan Company, 1928):34.
  - <sup>17</sup> Alexander, *Life of George Chaffey*, 51, Richards, "The Chaffey," 13-25.
  - <sup>18</sup> Alexander, *Life of George Chaffey*, 51, Richards, "The Chaffey," 13-25, Pamona First Federal, *Upland Yesterday*, 8, Eleanor Freeman, "History of Ontario," in L. A. Ingersoll, *Ingersoll's Century Annals of San Bernardino County 1769 to 1904*, (Los Angeles, L. A. Ingersoll, 1904):569.
  - <sup>19</sup> Alexander, *Life of George Chaffey*, 48, Richards, "The Chaffey," 13-25, Pamona First Federal, *Upland Yesterday*, 8, Freeman, "History of Ontario," 569.
  - <sup>20</sup> Richards, "The Chaffey," 40.



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- <sup>21</sup> Alexander, *Life of George Chaffey*, 54.
- <sup>22</sup> *Ibid*, 56.
- <sup>23</sup> *Ibid*, 58.
- <sup>24</sup> Glenn S. Dumke, *The Boom of the Eighties in Southern California*, (San Marino, Henry E. Huntington Library, 1944): 137. Gloria Ricci Lothrop, "The Boom of the '80s Revisited," *Southern California Quarterly* 75 (Spring & Fall 1993): 263-301.
- <sup>25</sup> Dumke, *Boom of the Eighties*, 14.
- <sup>26</sup> Lothrop, "The Boom of the '80s Revisited," 268.
- <sup>27</sup> Federal Writers Project, Upland, Mss. in WPA American Guide Series - San Bernardino County: A Guide to the Nation's Largest County. Unpublished text, photographs, and artwork, San Bernardino County Archives (no date).
- <sup>28</sup> Dumke, *Boom of the Eighties*, 274.
- <sup>29</sup> James M. Guinn, *A History of California and an Extended History of its Southern Coast Counties*, two volumes, (Los Angeles, Los Angeles Historic Records Company, 1907): 282.
- <sup>30</sup> Lothrop, "The Boom off the '80s Revisited," 268.
- <sup>31</sup> Guinn, *A History of California*, 282.
- <sup>32</sup> Dumke, *Boom of the Eighties*, 274, Ingersoll, *Annals of San Bernardino County*, 622-625, Federal Writers, Upland, 2-6.
- <sup>33</sup> Federal Writers, Upland, 2-6.
- <sup>34</sup> Lewis Publishing Company, *An Illustrated History of Southern California*, 483-484.
- <sup>35</sup> Federal Writers, *Upland*, 7.
- <sup>36</sup> Ingersoll, *Annals of San Bernardino County*, 622-625.
- <sup>37</sup> Federal Writers, *Upland*, 7.
- <sup>38</sup> Freeman, *History of Ontario*, 583.
- <sup>39</sup> Federal Writers, *Upland*, 7.
- <sup>40</sup> Federal Writers, *Upland*, 8.
- <sup>41</sup> Scrap book of Euclid Avenue Newspaper Clippings, Euclid Avenue Vertical File, Model Colony Room, Ontario City Library. The clippings are identified by date but not by journal (7 -20-1949) Richards, "The Chaffey's," 40.
- <sup>42</sup> Richards, "The Chaffey's," 38.
- <sup>43</sup> Clippings from the *Daily Report*, 1 March 1979, in the Euclid Avenue Vertical File, Model Colony Room, Ontario City Library.
- <sup>44</sup> *Daily Report* 14 October 1979; Scrap Book 24 October 1926.

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- <sup>45</sup> *Daily Report* 14 October, 197, Pomona Federal Savings, *Upland Yesterday*, 12-13, Alexander, *Life of George Chaffey*, 50.
- <sup>46</sup> Scrap Book, 24 October, 1946.
- <sup>47</sup> Pomona Federal Savings, *Upland Yesterday*, 12-13.
- <sup>48</sup> Vickie Alexander, Landmark of the Month, Euclid Avenue: The Core of Two Communities (1981), unpublished manuscript, Euclid Avenue Vertical File, Reference Desk, Upland Public Library, p.1.
- <sup>49</sup> Story Steven, The Man Who thought Up the Marvelous Mule Car, unpublished manuscript, Euclid Avenue Vertical File, Reference Desk, Upland Public Library, p.1.
- <sup>50</sup> Clippings from the *Ontario Observer*, 18 August 1888 in the Euclid Avenue Vertical File, Model Colony Room, Ontario City Library.
- <sup>51</sup> *Ibid.* 1 June 1895.
- <sup>52</sup> Scrap Book, article not dated.
- <sup>53</sup> Alexander, Landmark of the Month, 1.
- <sup>54</sup> No. 66, Plan and Cross Sections of Euclid Avenue from 10th Street to 24th Street for the City of Upland, Adopted by the Upland City Council Dec. 8, 1919, on file Developmental Services Department, City of Upland. No 44 (no date) Plan and Cross Section of Euclid Avenue, on file Developmental Services Department, City of Upland.
- <sup>55</sup> Alexander, Landmark of the Month, 2-3.
- <sup>56</sup> Alexander, Landmark of the Month, 2-3.
- <sup>57</sup> Quoted in Alexander, Landmark of the Month, 1.
- <sup>58</sup> *Daily Report* 27 February 1928:4.
- <sup>59</sup> Scrap Book 1 February 1929.
- <sup>60</sup> Scrap Book 14 January 1941: Los Angeles City Librarian, Letter to Mrs. Doris Gell, Assistant Secretary, Ontario Chamber of Commerce, Ontario, California, (Dec. 23, 1944), Euclid Vertical File, Model Colony Room, Ontario City Library; Charles G. Adams, Landscape Architect, (no date) a list of famous avenues of the world in a letter to the Ontario Chamber of Commerce, Euclid Vertical File, Model Colony Room, Ontario City Library.
- <sup>61</sup> Scrap Book 14 January 1941.
- <sup>62</sup> *Ibid.*, 17 October 1942.
- <sup>63</sup> *Ibid.*
- <sup>64</sup> Transportation / Flood Control Aerial Photograph AXL 42-19, June 3, 1938. San Bernardino County Archives.
- <sup>65</sup> Transportation Flood Control Aerial Photograph No. AXL 7F-31 (1949) and 17w-54 55, (1959) San Bernardino County Archives.
- <sup>66</sup> Transportation Flood Control Aerial Photograph No. 58 Dec. 2, 1965, San Bernardino County Archives.

- <sup>67</sup> City of Upland (Plans for) Traffic Signals, Inter. Euclid Ave. & Nineteenth St., Feb. 2, 1973. Drawing No. SI-3210, Developmental Services Department, City of Upland.
- <sup>68</sup> City of Upland. Plan and Profile of Euclid Ave. Service Rd. From 61' to 342' No. of Nineteenth St., Tract 9272, Aug. 8 1977, Drawing No. SI-76-59, Developmental Services Department, City of Upland.
- <sup>69</sup> *Los Angeles Times* 10 May 1970, Euclid Vertical File, Model Colony Room, Ontario City Library.
- <sup>70</sup> *Daily Report* 27 October, 1970.
- <sup>71</sup> *Daily Report* 30 March 1976.
- <sup>72</sup> Ontario Historical Landmarks Society Newsletter, January 1980, Euclid Vertical File, Model Colony Room, Ontario City Library.
- <sup>73</sup> *Daily Report* 3 June 1979.
- <sup>74</sup> *Daily Bulletin* 1 February 1995:A7.

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No. 66, Plan and Cross Sections of Euclid Avenue from 10<sup>th</sup> Street to 24<sup>th</sup> Street for the City of Upland, Adopted by the Upland City Council Dec. 8, 1919, on file Developmental Services Department, City of Upland.

No 44 (no date) Plan and Cross Section of Euclid Avenue, on file Developmental Services Department, City of Upland.

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City of Upland. Plan and Profile of Euclid Ave. Service Rd. From 61' to 342' No. of 19<sup>th</sup> St., Tract 9272, Aug. 8 1977, Drawing No. SI-76-59, Developmental Services Department, City of Upland.

Early Views

Various late 19<sup>th</sup> and early 20<sup>th</sup> century photographs and postcards of Euclid Avenue circa 1883 through 1950 are located at the Model Colony Room, Upland City Library.

1890      Pen and ink drawing "Ontario February 1890." Inventory number 1303. Model Colony Room, Upland City Library, Upland.

No date      Pen and ink drawing of Euclid Avenue from Ontario toward the northwest. Inventory number 1308. Model Colony Room, Upland City Library, Upland.

No date      Black and white photograph of trolley track and center median, with trolley car in background. Inventory number 4651. Model Colony Room, Upland City Library, Upland.

No date Pen and ink drawing of Ontario and San Antonio Heights R.R. Co. trolley car, with mule on rear carrier. Federal Writers Project, San Bernardino County: A Guide to the Nation's Largest County. Unpublished text, photographs, and artwork, San Bernardino County Archives, Redlands, CA.

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1949 Photograph No. AXL 7F-31, San Bernardino County Archives.  
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1965 Photograph No. 58, Dec. 2, 1965, San Bernardino County Archives.

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- 1975        *Upland Yesterday.* Pomona: Pomona First Federal Savings and Loan Association.

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*San Bernardino Sun Telegram*

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Steven, Story

No date The Man Who thought Up the Marvelous Mule Car. Unpublished manuscript. Euclid Avenue Vertical File, Reference Desk, Upland Public Library.

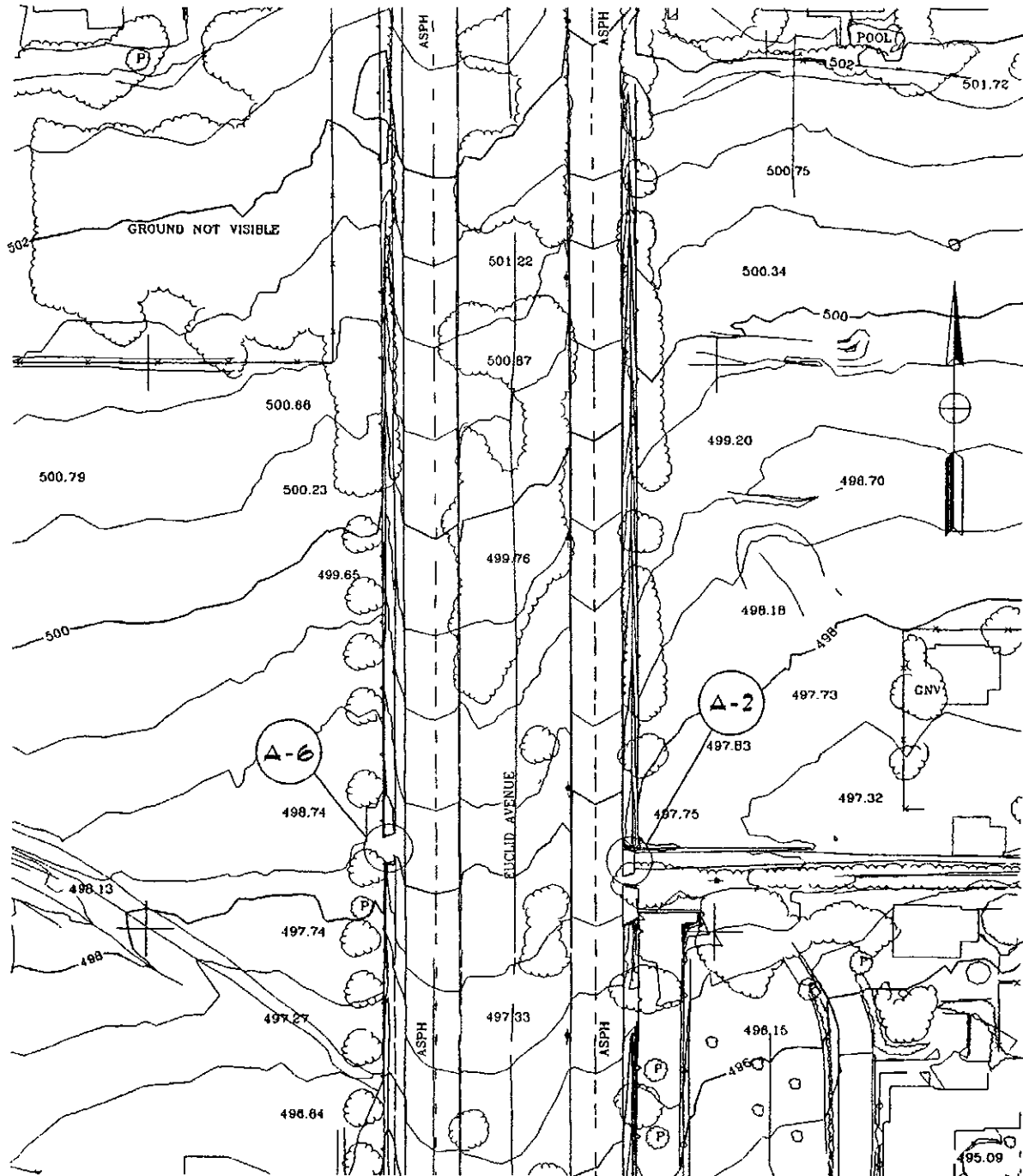
Project Information: This project was conducted in compliance with a Memorandum of Agreement for the State Route 30 Improvements Project (07-LA-30.2.4/7.8; 08-SBd-30-0.0/22.8), dated November 1995. Parties to the MOA include the Federal Highway Administration, California State Historic Preservation Officer, California Department of Transportation, San Bernardino Associated Governments (SANBAG), and Advisory Council on Historic Preservation. As a consequence of project implementation, a portion of Euclid Avenue will be removed and later reconstructed. The "cut and cover" plan is to be reviewed by the SHPO.

Photographs and drawings in this HAER document address the portion of Euclid Avenue to be affected by the project. The documentation focuses on approximately 500' of the avenue between 19th and 20th Streets.

Preparation of this HAER document was conducted during June and July 1997 by William Manley Consulting (WMC), under contract with SANBAG (#97-051). Project Coordinator for SANBAG was David Clark. William R. Manley managed the project for WMC.

Architectural analysis and documentation were prepared by Ione R. Stiegler, AIA and Christy Hanna. Historical documentation was prepared by Stephen R. Van Wormer. Photographic documentation was prepared by Philipp Scholz Rittermann.

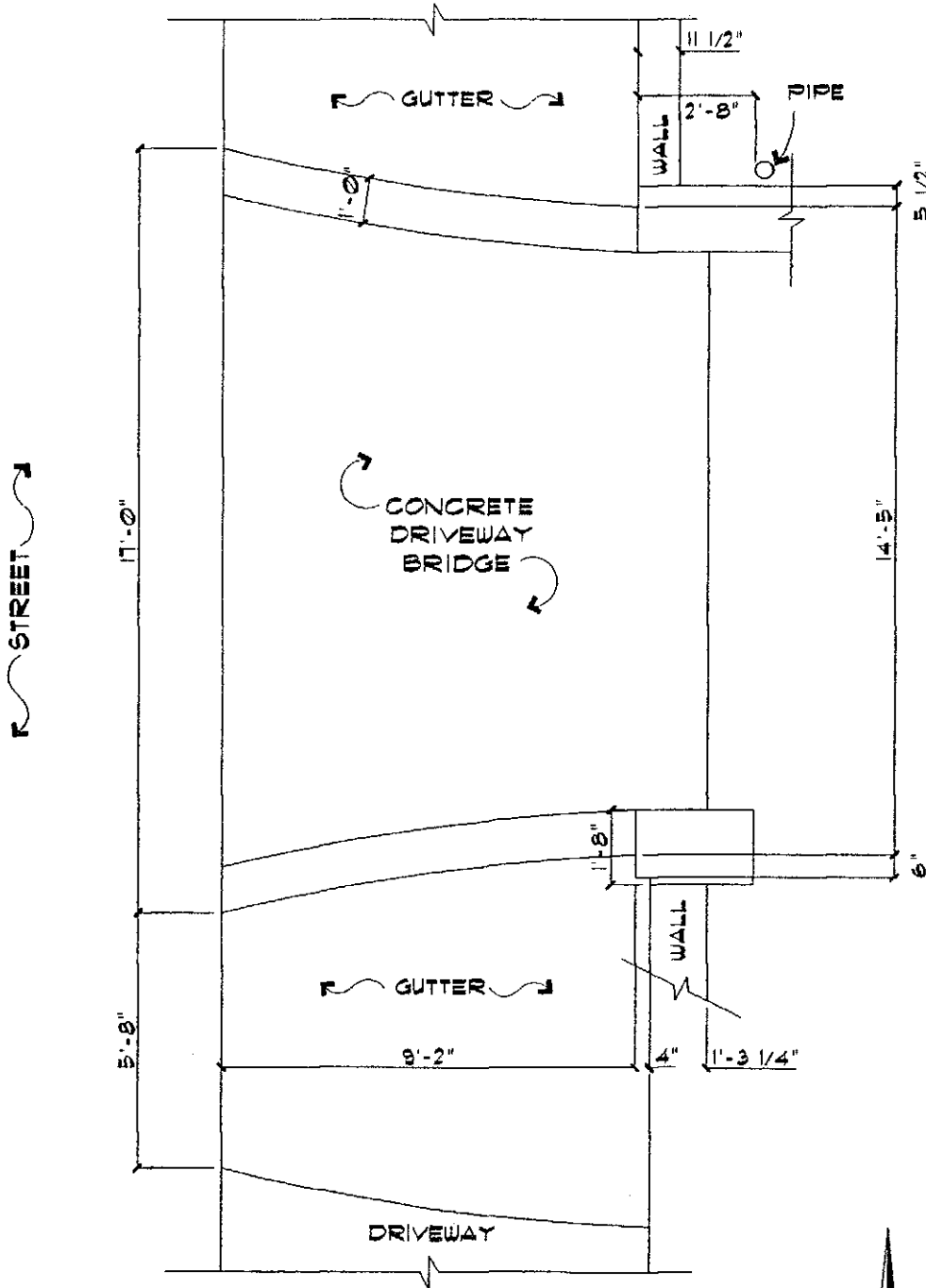




**EUCLID AVENUE - SITE PLAN**  
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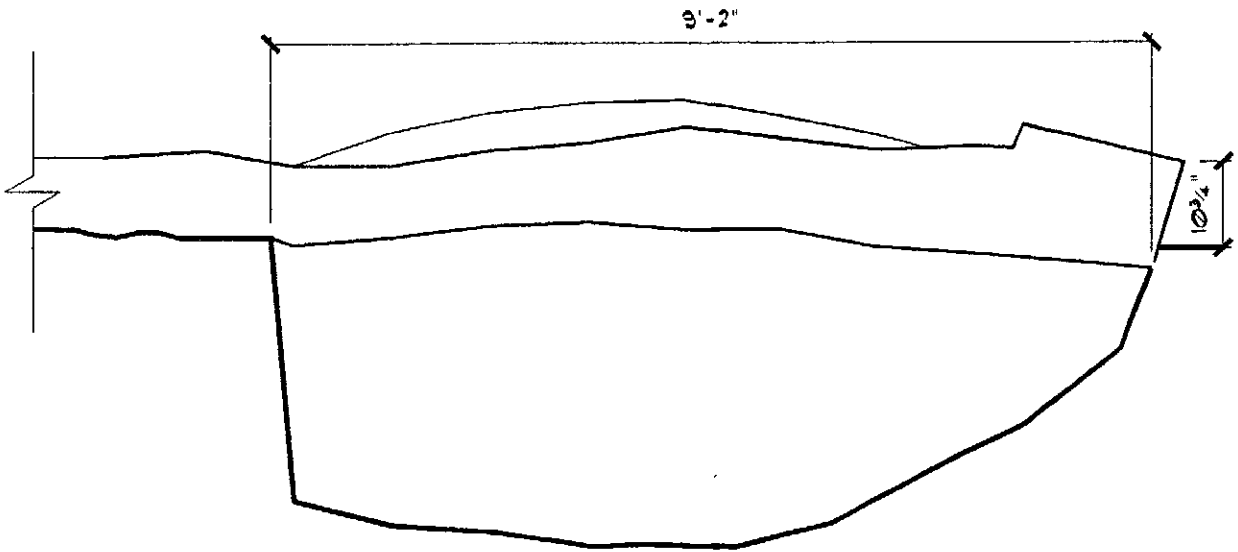
EUCLID AVENUE - SITE PLAN

A-1



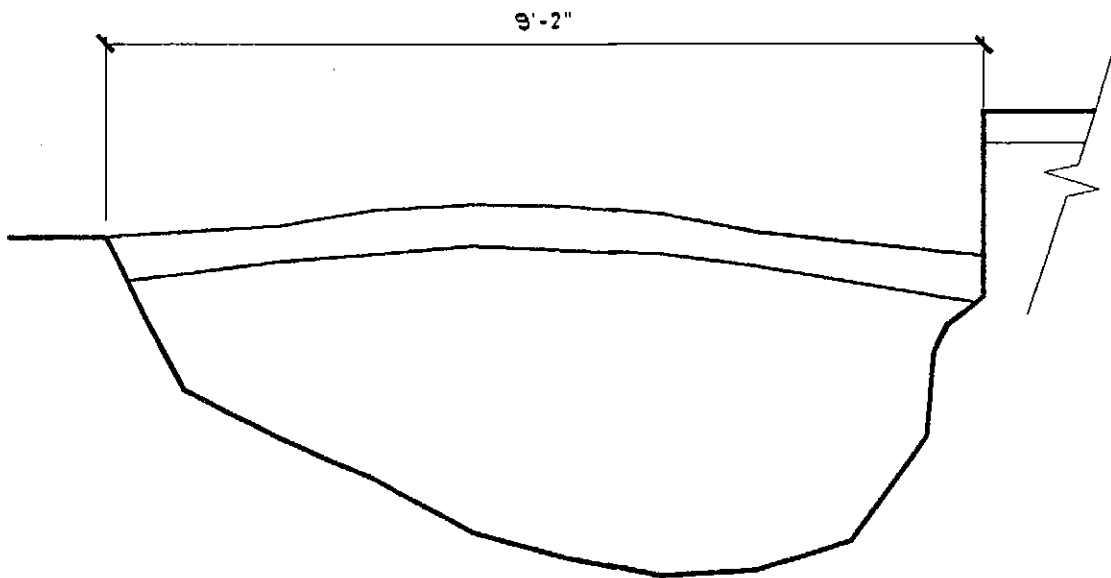
PLAN - EUCLID AVE. EAST ROADWAY DRIVEWAY BRIDGE  
Scale: 1/4" = 1'-0"





NORTH ELEVATION - EAST ROADWAY DRIVEWAY WING WALL

Scale:  $\frac{1}{2}$ " = 1'-0"

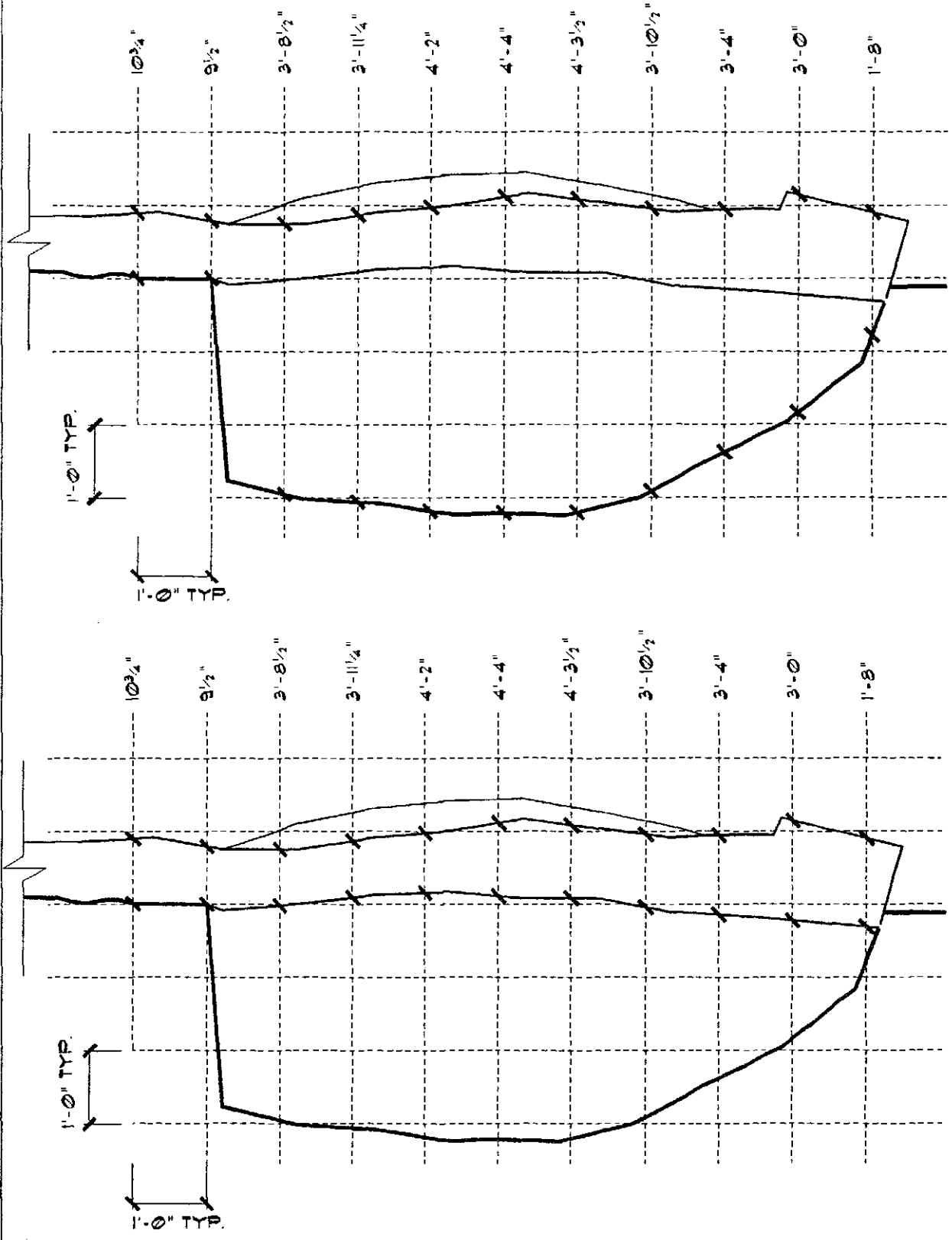


SOUTH ELEVATION - EAST ROADWAY DRIVEWAY WING WALL

Scale:  $\frac{1}{2}$ " = 1'-0"

EUCLED AVENUE - BRIDGE ELEVATION

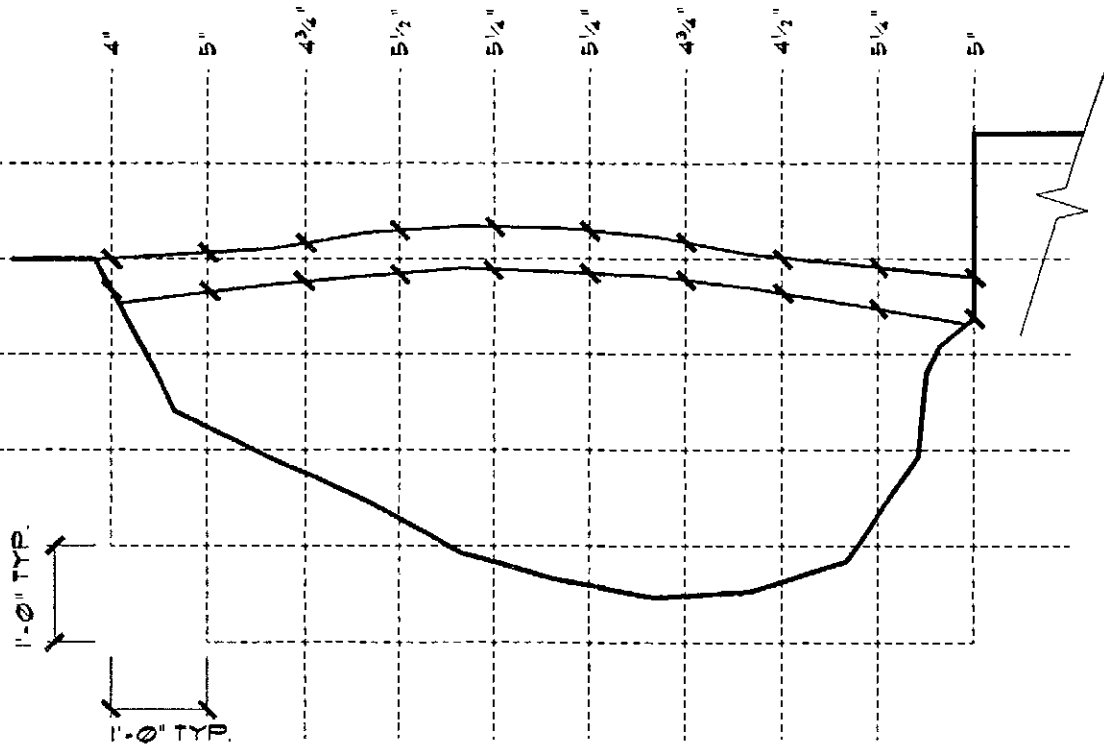
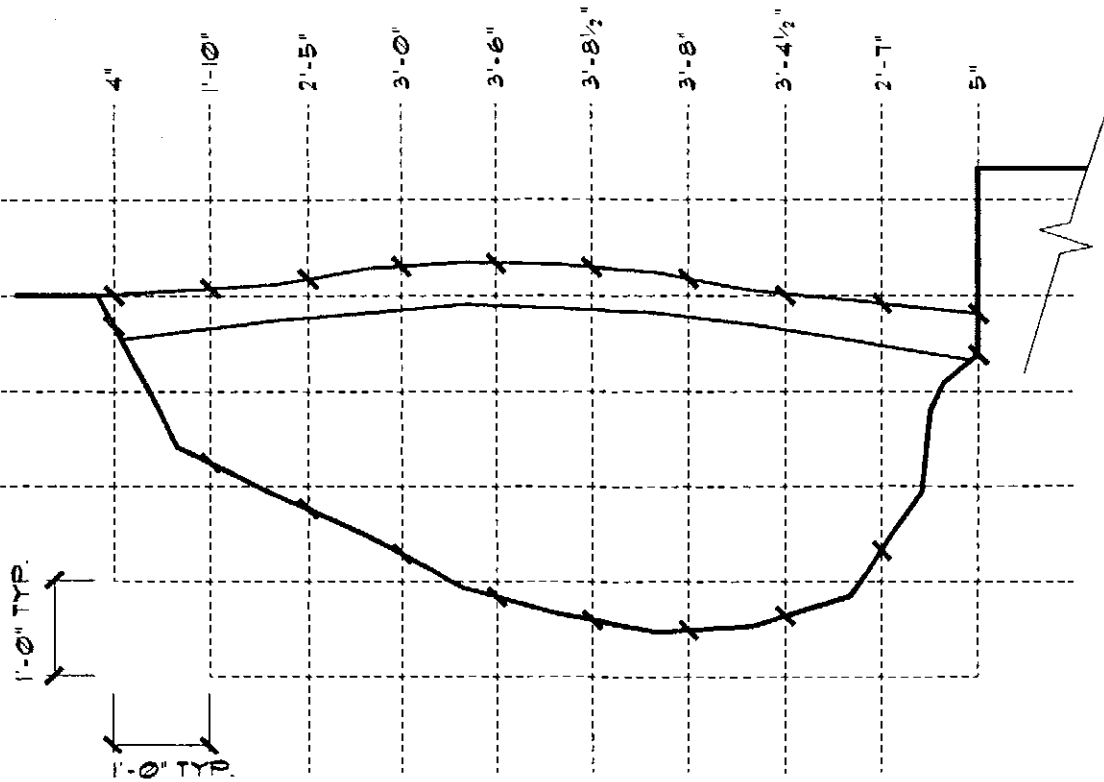
A-3



**NORTH ELEVATION - EAST ROADWAY DRIVEWAY WING WALL**  
Scale:  $\frac{1}{2}'' = 1'-0''$

**EUCLID AVENUE - BRIDGE ELEVATION**

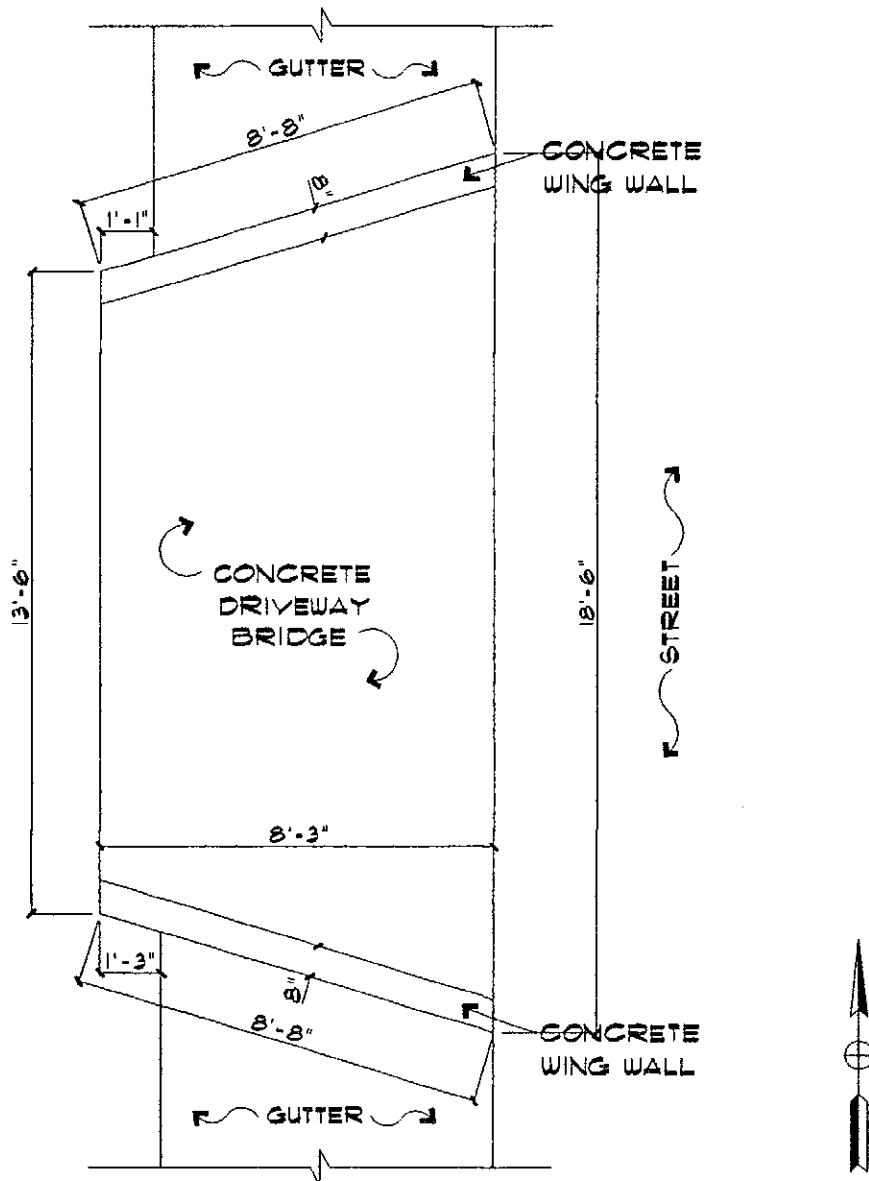
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**SOUTH ELEVATION - EAST ROADWAY DRIVEWAY WING WALL**  
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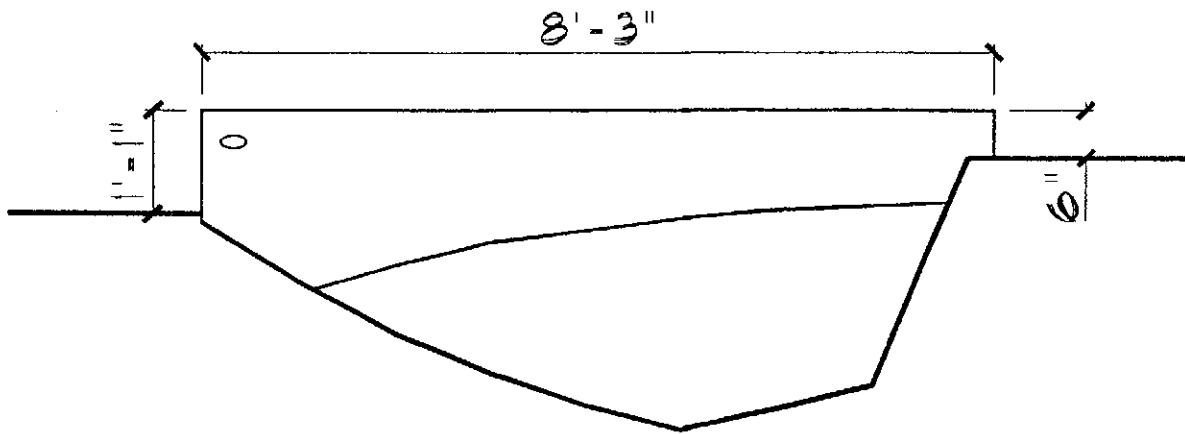
**EUCLID AVENUE - BRIDGE ELEVATION**

**A-5**



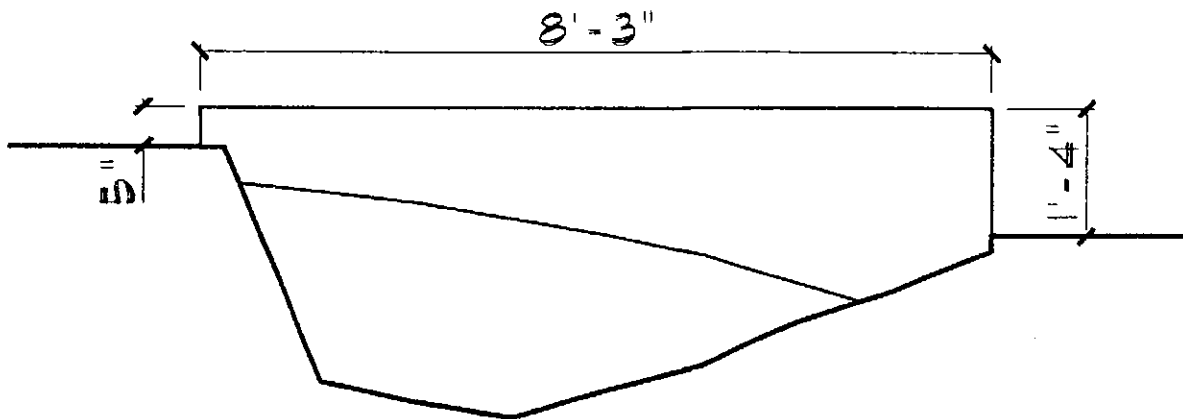
PLAN - EUCLID AVE. WEST ROADWAY DRIVEWAY BRIDGE  
Scale: 1/4" = 1'-0"

EUCLID AVENUE - BRIDGE PLAN



NORTH ELEVATION - WEST ROADWAY DRIVEWAY WING WALL

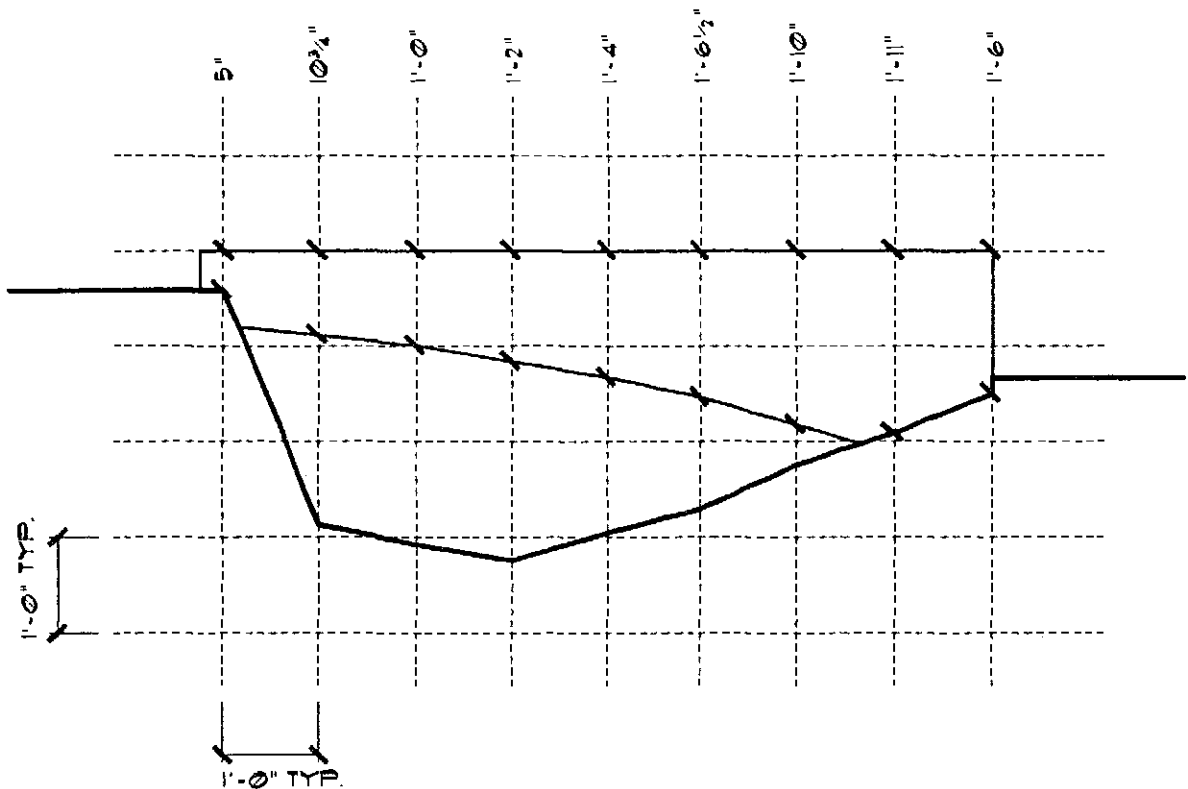
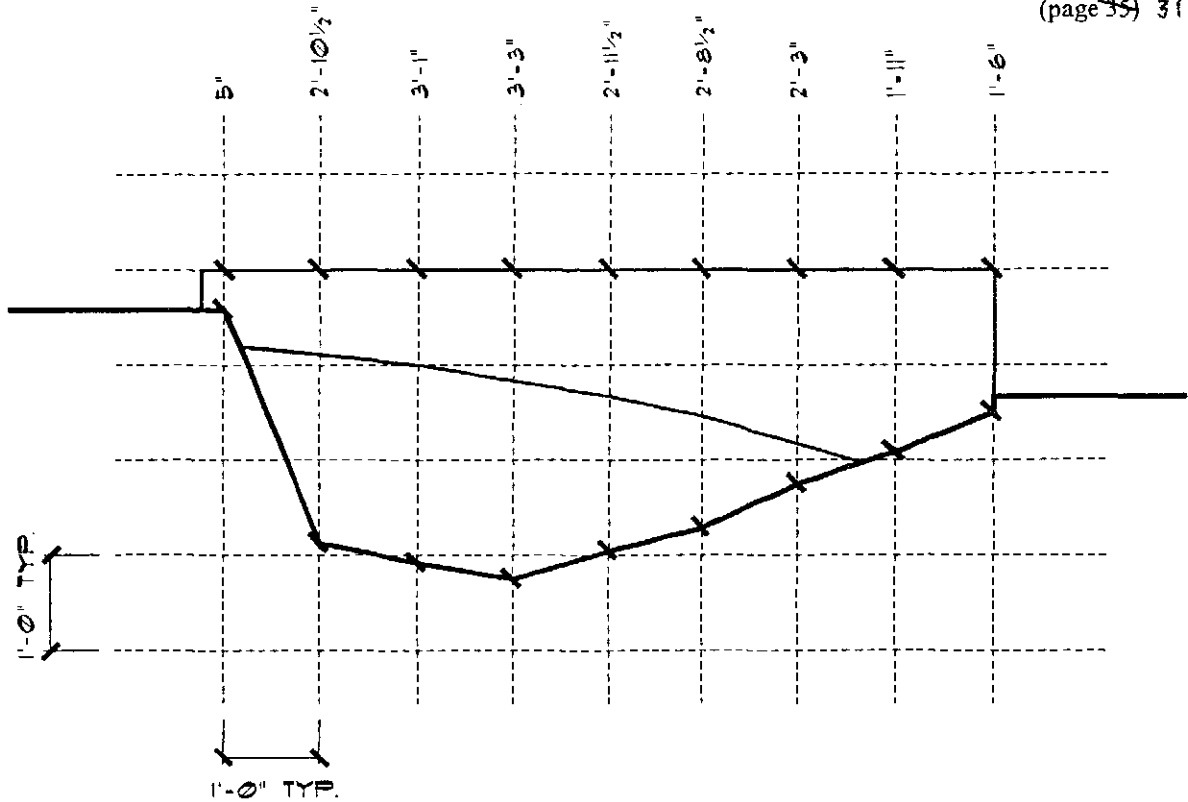
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SOUTH ELEVATION - WEST ROADWAY DRIVEWAY WING WALL

Scale:  $\frac{1}{2}$ " = 1'-0"

EUCLID AVENUE - BRIDGE ELEVATION

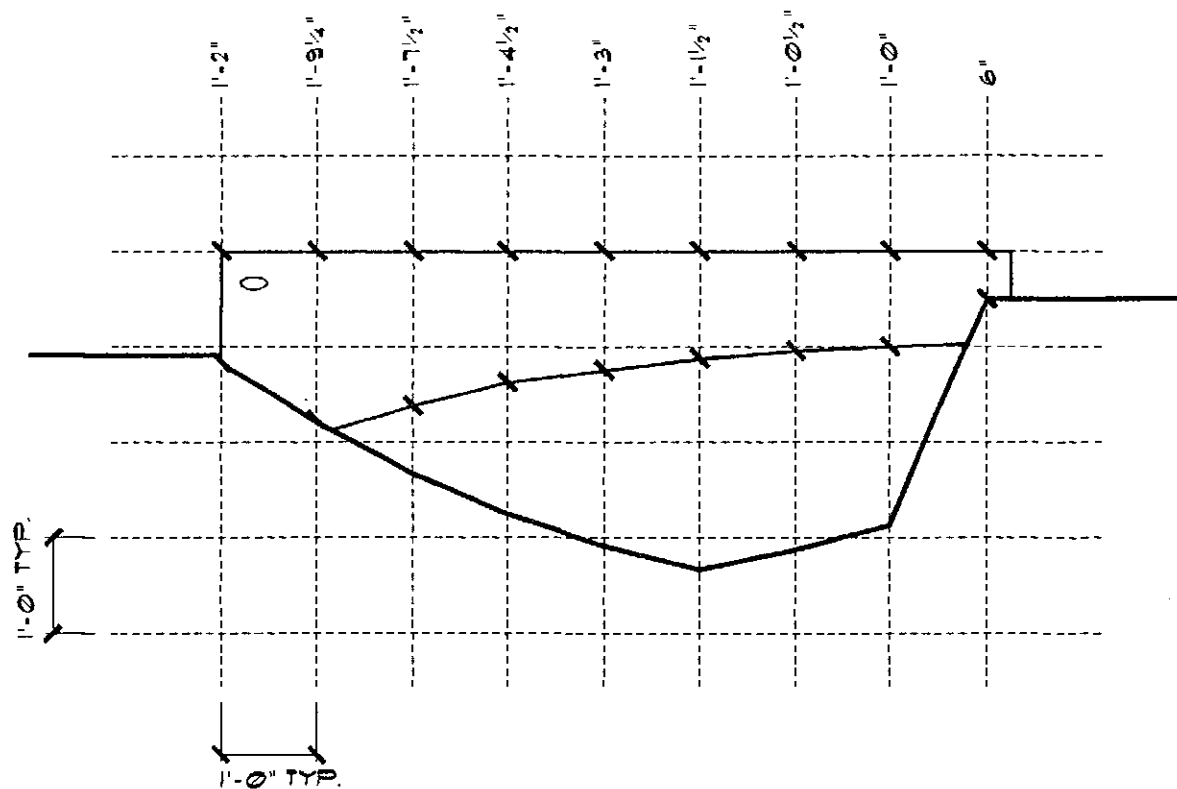
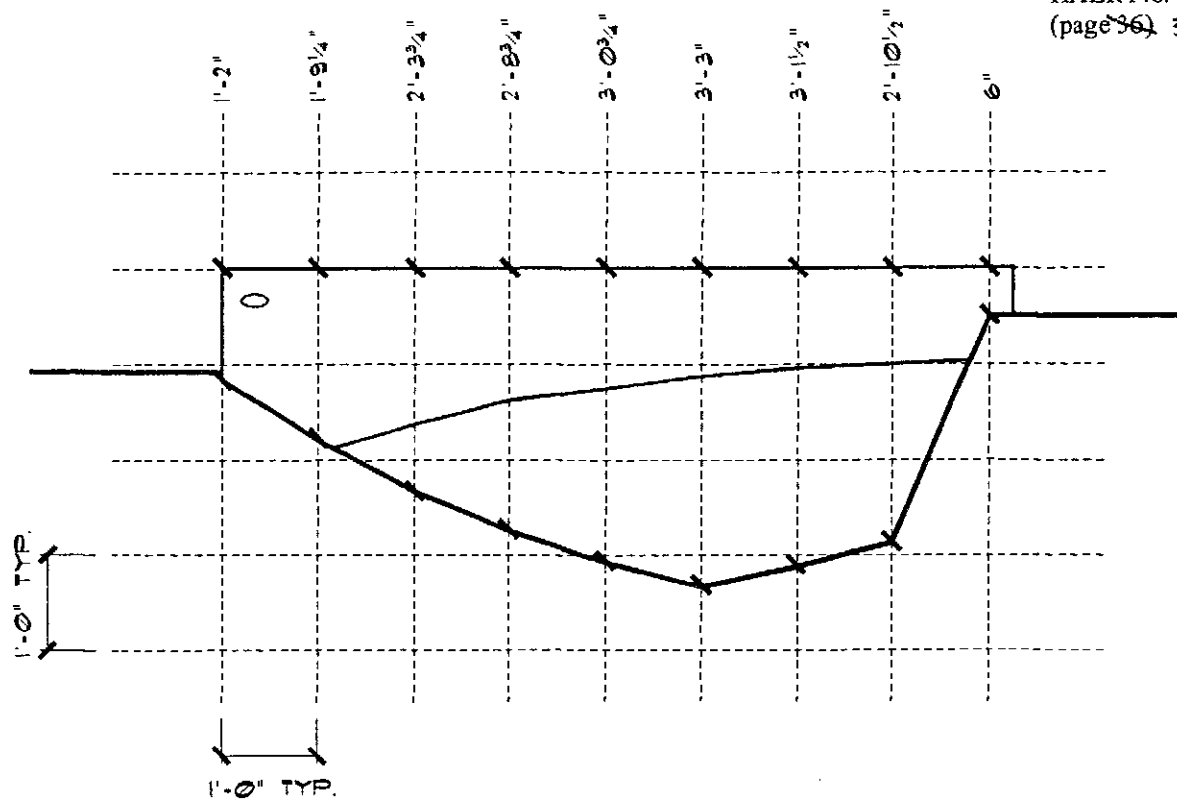


SOUTH ELEVATION - WEST ROADWAY DRIVEWAY WING WALL  
Scale:  $\frac{1}{2}$ " = 1'-0"

EUCLID AVENUE - BRIDGE ELEVATION

A-8





NORTH ELEVATION - WEST ROADWAY DRIVEWAY WING WALL  
Scale:  $\frac{1}{2}$ " = 1'-0"

EUCLID AVENUE - BRIDGE ELEVATION

A-9